



BUS BUZZ



August 2006

FINANCIAL WORKSHOPS

The State Department of Education Division of School Transportation will be holding regional workshops to discuss transportation reimbursement issues. Workshop topics will include reimbursement history, funding cap and audits, transportation 681/682/683 accounts, and a long session on how to complete the Student Transportation Reimbursement Claim Forms. Administrative personnel and transportation supervisors are invited to attend, with our focus on those involved in completing the Student Transportation Reimbursement Claim Forms.

The workshops will be held from 8:30 a.m. to 12:00 p.m. at the following locations. The workshops may extend into the afternoon based on the length of discussions and questions.

Coeur d'Alene:	Thursday, September 14, 2006 Midtown Center, 1505 N 5 th St, corner of Linden & 5 th Street
Lewiston:	Friday, September 15, 2006 Lewis-Clark State College, 4 th Street, Sam Glenn Complex, Room 41
Armo:	Wednesday, September 20, 2006 Marsh Valley High School Auditorium, 12655 South Old Highway 91
Idaho Falls:	Thursday, September 21, 2006 Bonneville School District Office Board Room, 3497 N Ammon Road
Jerome:	Friday, September 22, 2006 Idaho State Police Facility, 218 West Yakima
Boise:	Monday, September 25, 2006 JR Williams Building East Conference Room, 700 West State Street

We invite district personnel to attend one of these workshops. Please contact Lanette Daw at (208) 332-6851 or email LDaw@sde.idaho.gov with which workshop you plan to attend. Pre-registration is not required, but will be used to help us prepare the appropriate handouts and supplies. -LD

SDE SUMMER CONFERENCES

The week of July 17th marked the beginning of the annual SDE Summer Conferences. The Train-the-Trainer Conference was held on Monday and Tuesday and the Tech Workshops began on Tuesday and finished out the week.

This year's workshops were held again at the Meridian school bus facility. SDE would like to give a special thanks to Sue Johnston, Brian Vermillion and their staff for the use of the facility and helping us make it a success. This year's technician's workshop was a little different than in the past. We started off the week on Tuesday afternoon with a vendor show for the technicians. There were about 18 vendors in attendance, giving everyone a variety of products and services to look at

and compare, along with their expertise in answering questions. Among the vendors were representatives from Blue Bird, Thomas, and International school bus manufactures. The vendors provided door prizes for the technicians, and everyone in attendance enjoyed themselves and at the same time gained some valuable information.

Wednesday morning started the beginning of the two hour classes. Johnny Johnson, with Blue Bird Body Company, provided a class on Blue Bird Body updates. Doug Hoover, with the Braun Corporation, supplied a class on maintenance and repair of the Braun wheel chair lift. Ray Merial, with SDE, presented a class on department updates. Lanette Daw and Virginia Overland, with SDE, instructed a computer training class. The

technicians were treated to a barbecue lunch provided and prepared by the SDE staff.

Thursday morning started the four hour classes which ended on Friday. Ivan Bullock, with Diesel Electric Technology for Idaho State University, taught a class in Multiplex wiring. John P. Hellevik, with Ricon, provided a maintenance and repair class for the Ricon wheel chair lift, and Pete Park, Auto Body and Glass technician, instructed a class on glass replacement.

We would like to thank all of the instructors for their help in providing these classes and hope that all that were in attendance gained some valuable information that they can share with their co-workers and use in their everyday task of providing safe transportation for our children. -DS

REMINDER

REIMBURSEMENT CLAIM CERTIFICATION FINANCIAL DOCUMENTS DEADLINE IS SEP-



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HERE WE GO AGAIN, ARE YOU READY!

This has to be just about the worst time of the year for school bus transportation personnel whether they be supervisors, driver trainers, drivers or technicians. Supervisors have to put up with driver shortages, last minute route changes, new students, new homes built in places you can't get to from anywhere, Special Education Directors that don't know they exist until they can't keep a promise made to a parent, administrative staff that just don't seem to care how you do it as long as it doesn't cost anything, and parents who would even like you to get their kids up and on the bus for them in the morning. Driver trainers have to put up with trying to train drivers fast enough to keep the routes running as well as supplying drivers for the local gravel pit. Drivers have to put up with supervisors telling them where to go and how to get there, parents telling them where they want them to go and stop to pick up their

children, students telling them and each other where to go and technicians telling them no matter where they go don't break the bus. And last but not least the technicians having to put up with broken buses, buses running out of fuel, flat tires, accidents and being expected to do all this while driving a route because there is a driver shortage.

Everyone of these individuals could write a book on their experiences with things that happen only during this time of the year, funny stories, sad stories, stories that make you want to laugh, cry or just wonder why they go through it year after year. Why do they do it? For lots of reasons, they love the kids, they like the hours, they like big yellow vehicles that transport way too many yelling and unruly students, they have done it for ever and it's all they know, someone has to do it, for the benefits, for the paycheck and some, just because they like their summers off and this lets them.

School start up time is one of the most stressful periods of time pupil transportation personnel have to endure and it happens at least once every year, unless you have year-round school.

Since most students, teachers, parents and other non-transportation persons don't understand what the rest of us are going through it's up to us to give one another a break and help one another survive this sometimes very difficult time of the year. If it is not safety related try to be a bit less critical of the people you work with and a lot more supportive, after all, we are all student transportation people and the majority of us are really here for the same reason, the kids and not just another pay check. Very few people get rich doing what we do but we do get a lot of satisfaction helping make sure the students we transport get the same chances in life we did.



We are at times too ready to believe that the present is the only possible state of things.

— Marcel Proust

STEERING COMMITTEE MEETING OCTOBER 5 - 6, 2006

As everyone starts a new school year along with it comes the concerns of the patrons in each of the districts. All of us are concerned with the problems that each of us deal with, and would like answers to the many different questions. All of us have someone in our regions that we can call and talk to about our problems. They might not have the answer to our problem at that moment, but have a resource to a group of people that might have dealt with the same problem or something similar. The Steering committee will be holding its fall meeting on October 5th - 6th so if you would like an answer to some of those questions you are working on give your regional specialist or steering committee member a call and they can take your concerns to the meeting.

-HP



REGION 1:	CLIFF MOONEY (41).....245-3366
REGION 2:	CRAIG JOHNSON (241).....926-4862
REGION 3:	TOM MUIR (370).....337-3772
	BRENT CARPENTER (BROWN BUS)..466-4181
REGION 4:	JACK HURD (418).....432-5451
REGION 5	KEVIN SEAMONS (201).....852-1392

BOARD RULE

On June 16th the State Board of Education approved the Pending Rule allowing for the changes to SISBO that have been posted on our web site. On August 24th we held a public hearing for comment on the proposed rule changes in Boise. The final approval date for the rule will be October 13th at the State Board of Education meeting in Lewiston. If approved the final step will be presenting the rule to the legislature for their consideration. If you have any questions or concerns about the rule contact your regional steering committee member as they will be one of the main topics at the October Steering Committee meeting.



National School Bus Safety Week

October 15-21, 2006

Between Sunday, October 15th and Saturday, October 21st, *National School Bus safety Week* will be celebrated throughout the country. This annual event is an active, continuing public education program designed to pro-

mote school bus safety. *National School Bus Safety Week* is an excellent way for everyone – parents, students, teachers, motorists, school bus operators, administrators, etc. – to join forces and address the importance of school bus safety. The theme for this year's *National*

School Bus Safety Week will be "Be Aware – Cross with Care" to emphasize the need for safety when crossing to the bus.

In support of *National School Bus Safety Week*, in recognition of the contribution drivers and other school transportation staff make to Idaho's public education system, it is fitting that we set aside a special time to commend these dedicated citizens.

Therefore, James Risch, Governor of the State of Idaho, does hereby proclaim the day of Wednesday, October 18th, 2006, to *School Transportation personnel Appreciation Day*.

Is your district doing something to honor their transportation personnel? If they are let us know so we can share the experience and if possible include pictures.

A copy of the official proclamation signed by Governor Risch may be obtained on the State Department of Education, Division of School Transportation web-site at www.sde.state.id.us/finance/transport/.

-VO

OPERATION LIFESAVER

At one time or another all school bus drivers have to cross railroad tracks whether it is on their regular route or on a field trip. Operation Lifesaver is one of the best programs available for teaching railroad crossing safety and is available for all school district and contractor school bus driver training programs. All SDE Regional Specialists and State School Bus Driver Trainers are now certified Operation Lifesaver Trainers and are available to help train your districts school bus drivers. Contact your regional SDE Specialist, Brad Jensen, or Ray Merical for assistance in setting up a class for your district.

-RM



Executive Department
State of Idaho

The Office of the Governor Proclamation

State Capitol
Boise

WHEREAS, Idaho's school bus drivers are a vital part of Idaho's public school system, traveling more than 28 million miles each year as they transport more than 102,000 students each day to and from school and school-sanctioned activities; and

WHEREAS, Idaho school bus drivers have been committed to professional development and training to improve their knowledge and skills and to a comprehensive program of public awareness, continuing education, and advocacy for better traffic and road conditions as a way to ensure the safety and well-being of students and of other drivers who share the State's roadways with school buses; and

WHEREAS, more than 2,800 drivers, dispatchers, trainers, technicians, and support staff involved in the transportation program, some as school district employees and some as private employees working under contract to provide services, have compiled an outstanding safety record in Idaho; and

WHEREAS, the week of October 15 through 21, 2006, is *National School Bus Safety Week* throughout the nation in recognition of the contribution drivers and other school transportation staff make to the nation's public education system, and it is fitting that we set aside a special time to commend these dedicated citizens;

NOW, THEREFORE, I, JAMES E. RISCH, Governor of the State of Idaho, do hereby proclaim October 18th, 2006, to be

SCHOOL TRANSPORTATION PERSONNEL APPRECIATION DAY

in Idaho, and encourage all citizens to recognize school bus drivers and support program staff for the services they provide.



IN WITNESS WHEREOF, I have hereunto set my hand and caused to be affixed the Great Seal of the State of Idaho at the Capitol in Boise on this 17th day of July in the year of our Lord two thousand and six and of the Independence of the United States of America the two hundred thirtieth and of the Statehood of Idaho the one hundred sixteenth.

JAMES E. RISCH
GOVERNOR

BEN YSURA
BEN YSURA
SECRETARY OF STATE

DRIVER'S SIDE

TRAINING REQUIREMENTS

All new school bus drivers need to complete a pre-approved school bus driver training program, as well as ten (10) inclusive hours of behind-the-wheel and/or route observation, before being allowed to drive a school bus loaded with students

All experienced school bus drivers need to complete at least ten (10) hours refresher school bus driver training each fiscal school year. At least three (3) hours of pre-service training shall be provided before school begins in the fall, and at least three (3) in-service training sessions shall be provided during the school year utilizing, at a minimum, thirty (30) minute, topic specific and documented, training blocks.

Documentation of previous training, similar to State Board of Education training requirements, may be used to comply with new school bus driver training hours. Regardless of any previous out-of-district training, all newly hired school bus drivers shall have sufficient training provided by the hiring district or contractor, along with accompanying documentation, illustrating proficient school bus driving skills. If the district is unable to obtain documentation of previous school bus driver training, the individual shall complete the training requirements for new school bus drivers. If the applicant has gaps in excess of four years of ongoing school bus driving experience, the individual shall complete the training requirements for new school bus drivers.

-VO

DRIVER TIP

For Foggy Windows

Great way to not have the fogged windows anytime of the year. Open the drivers window just a couple inches and the last window in the back of the bus. This keep the air circulating though the bus from front to rear without a lot of cold air also alleviates some odors coming to the front as well.

Send in your tips to adsalazar@sde.idaho.gov

R-E-S-P-E-C-T

Remember each child's name. A cheerful good morning Sarah or Bradley may be the first he/she starts the day with.

Earn the respect of all your new riders.

Set the rules from day one and stick to them. Children learn by repetition. Practice makes perfect and patience is of the utmost importance when transporting kindergartners.

Establish communications with the child's parent or caregiver (I feel that 99% of kindergarten misconduct slips can be avoided with bus driver caregiver communication)

Children are creatures of habit. It is very important to instill the proper ways of riding the school bus in the kindergarten student (remember that some of these babies are still riding in booster seats when not riding on your bus)

Teaching the kindergarten student school bus safety is your #1 priority. The next time you drive elementary students that are jumping from seat to seat and sticking their hands out the windows you will know that something went terribly wrong in their first year riding the big yellow school bus!!!

Jessica Buckingham
Driver in Mass
Laidlaw Educational Transit

Heroes



There are heroes in our land today that never receive any recognition.

Some of these are a child's first acquaintance with education.

Now a teacher might be the first one who comes to our mind,

But I speak of the bus driver for which the kids wait in line.

For a moment, put yourself in the bus driver's shoes,

And I'm sure you will find that it's a job you might not want to choose.

Just think what it would be like to baby sit for sixty kids or better

And remember you must chauffeur this bus load of kids regardless of the weather.

I must admit, to be in front of a classroom with 20-30 kids wouldn't be a picnic,

But to drive 60 kids over icy roads would set my nerves on edge and make my stomach sick.

A school bus driver is like a postman and must go regardless of rain, snow, gloom and darkest of night

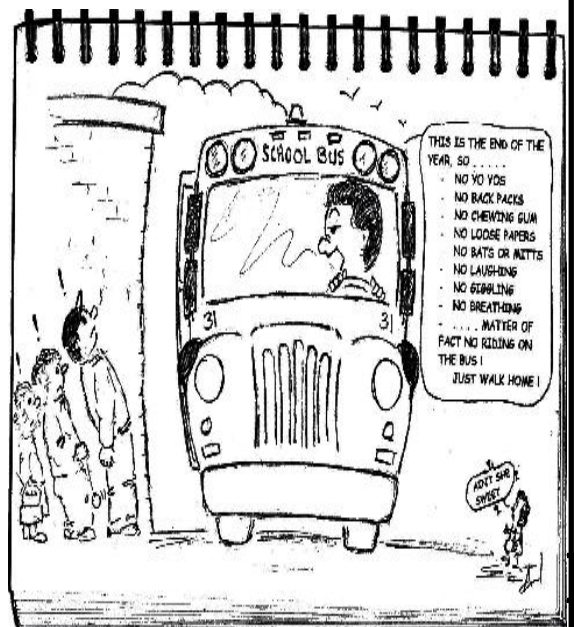
But no postman ever had to have 60 kids, clean up their mess, or break up a fight.

A child can have a bad day at school without any warning,

But can be forgotten when a bus driver says, "Have a good evening, I'll see you in the morning"

Ask any student, what heroes of their never received any fame,

And I'll bet a bus driver will be among those that they name.





TECHNICIAN TOOLS

COOLING SYSTEM AND RADIATOR CHECKLIST

For Conventional Green Coolant

To keep diesel bus engines running and ensure the best life-cycle value, regular cooling system maintenance is vital. Despite the emergence of extended-life coolants, most diesel engines on the road today require the use of conventional green coolants, which must be serviced more frequently. For these bus owners, the Bus Vehicle Center of International Truck and Engine Corporation offers the following tips for servicing diesel engines that use conventional coolant:

- Check coolant level daily.
- If coolant is extremely low and the engine is very hot, let the engine cool for approximately 15 minutes before adding coolant; then, with the engine running, add coolant slowly. Adding cold water to a hot engine may crack the cylinder head or crankcase.
- Only use coolant which has an ethylene glycol base or propylene glycol base antifreeze. Do not use coolant made with methoxy propanol or methyl alcohol. Only use one or the other, don't add propylene glycol to a cooling system that already contains ethylene glycol or vice versa. Both of these antifreezes must be of low silicate (less than 0.10% that meets ASTM D4985 specifications). If higher levels of silicate are used in diesel engines, the effect is silicate gelation — the formation of a green slime that plugs coolant passages in the engine and radiator.
- Top off leaks with the proper mixture of the same antifreeze, water and supplemental coolant additives at the recommended concentration. Do not mix extended life coolants (red in color) with conventional coolants (green in color).

- Use distilled water, not tap water, in the cooling system. Distilled water does not contain chlorine or solids, which corrode the engine.
- Maintain antifreeze concentration by volume between 40 percent (freeze protection to -10°F) and 60 percent (freeze protection to -65°F) depending on expected surrounding temperature. Never exceed 68 percent concentration because freeze protection is diminished. In addition, the high concentration can plug coolant passages and cause overheating which damages the engine, or deposit on water pump seals causing seal leakage. Minimum concentration of 40 percent should be used to improve boil-over temperature even if freeze protection is not required. Never use water alone.
- Check the coolant for clarity. If the antifreeze is not doing its job, it will cause rust contamination, which turns the coolant stream brown. If it is contaminated, flush and refill the cooling system.
- Flush and refilling the cooling system is recommended every 100,000 miles, 3,800 hours or 24 months.
- To protect the engine from corrosion and cavitation, check the SCA concentration every 12,000 miles, 450 hours or six months using a test kit.



- Customers can either purchase a test kit from their dealer or have the dealer test the level. If the concentration is off, the SCAs must be replaced with the correct level of units, which can be purchased in filter or liquid form.
- A good reading through a Coolant Test Kit will indicate that the conditioner contained in the coolant is sufficient to insure cooling system protection. Test kit measurements are in units per gallon on International engines. The recommended level is 1.5 to 3.0 units of conditioner per gallon of coolant including make up coolant, with SCA levels never exceeding 3.0 units per gallon. After adding conditioner, run the engine until it is warm enough to circulate conditioner through the cooling system. *(International recommends consulting the dealer when calculating the number of units that need to be added, as miscalculation can cause engine damage.)*
- Check the water hose condition and pliability. The cooling system performs a dual function of transferring heat from the engine and from the lubricating system. If the oil cooler fails, oil can leak into the cooling system and make the hoses too soft. In addition, age can cause hoses to become brittle. Problems with the hose can lead to leaks and downtime.
- If using a liquid SCA, use a non-SCA filter and change the coolant filter every 24,000 miles, 900 hours or 12 months. Check the radiator fins periodically to make sure they are free of bugs, leaves or other debris, and that they are not bent or damaged. Clogged or damaged fins prohibit the flow of outside air to the radiator and hamper efficient cooling system operation.

-STN

TECH TIP

OIL CHECKS, What to look for:

The transmission should be inspected for loose bolts (transmission and mounting components), transmission fluid leaks, shift linkage freely positioned by transmission detent, full movement of mechanical modulator linkage, and vacuum or air line and modulator for leaks. Also, check for damaged or lose hydraulic lines, worn or frayed electrical connections, driveline U-joints and slip fittings, and PTO linkage and driveline.

Weight & School Bus Type Classifications

Class 2	6,001–10,000 lbs	Type A-1 school bus
Class 3	10,001–14,000 lbs.	Type A-2 school bus
Class 4	14,001–16,000 lbs.	Type A-2 school bus
Class 5	16,001–19,500 lbs.	Type A-2 school bus
Class 6	19,501–26,000 lbs.	Type C school bus
Class 7	26,001–33,000 lbs.	Type C and D school bus
Class 8	33,001 lbs.+	Type D school bus

-STN

DRIVER TRAINER & TECH WORKSHOP

JULY 17-21, 2006

CONGRADULATIONS

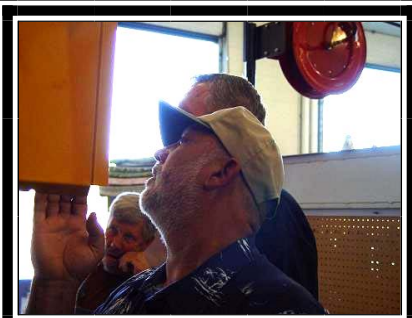
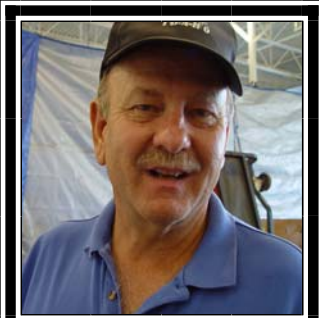


WAYNE KEETCH
SUPERVISOR OF THE YEAR 2006
BEAR LAKE SD #33



DAVE REMACLE
INSPECTION OF THE YEAR 2006
COTTONWOOD SD #242

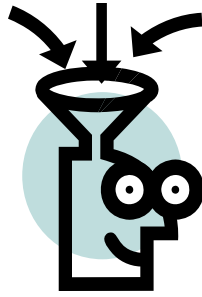




IDAHO PUPIL TRANSPORTATION COMMUNICATOR

Idaho Department of Education
Student Transportation
650 W. State Street
PO Box 83720
Boise, ID 83720-0027

Phone: (208) 332-6851
Fax: (208) 334-3484
E-mail: adsalazar@sde.idaho.gov



report offenders.

First, the driver of a school bus who observes a violation shall prepare a written report (www.sde.idaho.gov/finance/transport) indicating that a violation has occurred. The report should include:

- Time
- Location
- License Plate Number
- Description of Vehicle

*If you are unsure of make, model or color, use a standard description (i.e. coupe, sedan, or sport utility vehicle).

DID YOU KNOW?

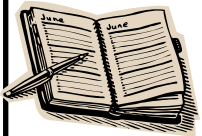
Second, the driver shall deliver the report to a peace officer of the state, of the county or municipality in which the violation occurred no more than seventy-two (72) hours after the violation occurred. Within seven calendar days after receiving a report of a violation the peace officer shall initiate an investigation of the reported violation and contact the registered owner of the motor vehicle involved in the reported violation. If, from the investigation, the peace has reasonable cause to believe that a violation has occurred, he will write a traffic citation for the violation and shall serve it personally or by certified mail to the driver of the vehicle.



Help make the streets safer for children by reporting motorists who ignore the school bus stop arm.

-VO

HEADS UP



SDE's 2007 Annual Train-the-Trainer and Tech Workshops will be held the week of July 16th. Some of the topics being considered are ABS brake systems, Hydraulic brake systems, Electronics, Engine changes and diagnostics. If there is a subject that you would like to see provided for training contact SDE. We look forward to seeing everyone there. -DS



BUSTER THE BUS

As transportation professionals we have an obligation to help keep the children of Idaho safe. In an effort to help fulfill this obligation the State Department of Education through a grant from ITD purchased three remote controlled school buses called "Buster the Bus" to assist school districts train students in safe bus riding procedures. The buses are located in Northern Idaho (Moscow), South-eastern Idaho (Sugar City), and Southwestern Idaho (Boise).

The units located in Boise and Sugar City have recently been upgraded with the purchase and installation of a new digital operating system, allowing the operator to better control the units and help eliminate outside interference. The unit located in Moscow is scheduled to be upgraded by mid September.

It is the department's policy that any individual who operates Buster must be certified to do so. Certification training is provided by the department for driver trainers who wish to use the Busters to train students in their districts. Future training classes will be scheduled soon for the coming school year to ensure all district have the opportunity to use a Buster to help in their training program. It should also be noted that if you are currently certified to operate Buster, this would be a great chance to re-familiarize yourself with Buster and the new upgraded system.

Buster would love to come to your district and help train your students. To schedule Buster in your district or to inquire about a certification class, please contact Jerry Abbott at 208-332-6854, or via email at jabbott@sde.idaho.gov.

-JA

SCHOOL BUS WATCH

It is the SDE's goal to train all Idaho school bus drivers in the School Bus Watch Program. The safety of our passengers is the most paramount concern of all Student Transportation professionals and School Bus Watch is one of the best security programs available to help ensure that they and all Idahoans remain safe. Even though many of our drivers have been trained in the Highway Watch program the School Bus Watch program was developed specifically for school bus drivers not the trucking industry and covers areas specific to school bus operations. Once your districts driver trainer has gone through the School Bus Watch program they can train all new or existing drivers without using an outside trainer and the program which is on DVD only takes about an hour to complete. Contact your regional SDE Specialist, Brad Jensen or Ray Merical for more information on setting up a class for your district or region.

-RM

THANKS

It all started with a request from Charles Sorensen in Marsh Valley to help train 200 Region V school bus drivers at a one day workshop at the Marsh Valley High School. Before the end of the next eight days were up 500 hundred school bus drivers from regions four, five and six had been trained in the School Bus Watch Program and what SDE Inspectors look for while riding routes at various locations in Central and Eastern Idaho. Two hundred and twelve of the same drivers were also trained in the Operation Life-saver Program. Every person who attended the training at Marsh Valley should take the time to thank Chuck and his wife Becky for the organization, planning and effort he put forth to make the Region V regional training session such an overwhelming success. Another thank you also goes out to Hank Povey as he was the person who did most of the actual training at the majority of the sessions. Being fortunate enough to be a part of that very long eight days was both a privilege and a very rewarding experience.

-RM